

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants
ESTABLISHED 74 YEARS

Agents for—

W. & A. GILBEY'S
WINE & SPIRITS.

JOHN DEWAR & SON'S
SCOTCH WHISKY.

JOHN JEFFREY & CO.'S
PILSENER BEER.



NOTICE.

ANY EUROPEAN, NON-ASIATIC or
INDIAN desiring to leave the
Colonies should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height
and occupation of the applicant, and
stating the name of the steamer or other
vessel or the hours of the train by which
the applicant wishes to leave. Applicants
should apply in person for their passes at
the Central Police Station between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
4 p.m. daily.

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.10 p.m. Every 15 minutes.
8.10 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment therefor has been made in Bank
notes or by Cheque or Comptroller order
representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

PATELL & CO.

Exporters & Importers

General Merchants

and
Commission Agents,

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

BUSINESS NOTICES.

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.

BOILERMAKERS, BLACKSMITHS and FOUNDERS

REPAIRS OF EVERY DESCRIPTION.

SOLE AGENTS KELVIN MOTORS.

STEAM LAUNCH FOR SALE.

LOCAL SHOPPING.

WATSON'S

OLD BROWN BRANDY

THE

PEG O' MY HEART



A. S. WATSON & CO., LTD.,
HONGKONG.

A MAKER WHOSE NAME YOU KNOW.



SOLE AGENTS

ROBINSON PIANO Co., Ltd.

J. ULLMANN & Co.

The Leading French Jewellery House.



Watches, Jewellery,

Fancy Goods.

JUST ARRIVED.

"JUVENIA" Dress

Watches

THIN, ELEGANT, ACCURATE.

SINGON & CO., S

ESTABLISHED A.D. 1890.

IRON STEEL METAL and HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers. Pig Iron and
Cast Iron. General Store-
keepers and Shipbuilders. Nos. 38 and
37, Hing Loon Street, (Old Street),
Central Market. Telephone No. 516.
Hongkong, September 4, 1915.

SIEN TING.

Dentist.

No. 14, D'ARQUER STREET.

TERMS VERY MODERATE

Opinion.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND

ENGINEERING CO. OF

HONGKONG LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS and REPAIRERS, BOILERMAKERS, FORGE
MASTERS, BRASS and IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL and MECHANICAL ENGINEERS.
WELDING and CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 737' x 88' x 34'

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Works ranging up to 100 Tons.
60-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Ropes, etc.

AGENTS FOR—

JOHN L. THORNTON & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA and JAPAN AGENTS.

Telegraphic Address:—TAIKOO DOCK.

Telephone No. 212.

THE HONGKONG HOTEL

and

GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms,
Roof Garden.

Terms—From \$5 per day plus.

Telegraph Add: "Vesuvius".

P. O. PEUSTER,
Manager.

GRAND HOTEL

A FIRST-CLASS AND UP-TO-DATE HOTEL, most central location within
the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine
under European Supervision. A First Class string Orchestra renders selections from
5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping.

For further particulars apply—

TELEPHONE 197.

TELEGRAPHIC ADDRESS "COMFORT."

Manager.

NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE

COMPANY, LTD.

and

THE RAILWAY PASSENGERS

INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1914,
223,970,367.

I—Authorized Capital \$8,000,000

Subscribed Capital \$4,500,000

Paid up Capital \$2,437,500

II—Fire Funds \$3,537,147

III—Life & Annuity Funds \$1,567,500

Sinking Fund Account \$23,230

\$23,970,367

Revenue Fire Branch \$2,581,456

Life and Annuity Branches \$2,141,593

Revenue Marine Department \$37,239

Other Receipts \$78,940

\$23,829,228

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN TOMES & CO.

KING EDWARD HOTEL

Central Location.

A. ELECTRIC TRAM FARE ENTRANCE.

A. Electric Lifts, Fans and Lighting.

European Baths and Sanitary Fixtures.

Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 373.

TELEGRAPHIC ADDRESS

"VICTORIA." FRANK L. COOZE,
Manager.

LEE YEE'S

HAIR DRESSING SALOON.

Electric Facial Massage with

Massage Cream, Perfume,

By

EXPERIENCED HANDS

Novels, Magazines,

Ladies' Fashion Books and

Toilet Requisites.

12, D'ARQUER STREET.

Hongkong, July 5, 1915.

561.

If you happen to be late you can still
be met by our car and promptly served
at the Hotel. Only at the ALEXAN-
DRA CAFE.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net

In Bags of 50 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS

"A SCOUT IN FAIRYLAND"

"JOHN IN HONGKONG"

A local fairy story entirely produced in Hongkong, with typical illustrations
for the benefit of the Prince of Wales' Fund.

ON SALE AT—

Messrs. Wm. Powell, Ltd.,

Messrs. Wiseman, Ltd.,

Messrs. Kelly and Walsh, Ltd.,

Messrs. Whiteaway, Laidlaw & Co., Ltd.

and The China Mail, Ltd.

PRICE ONE DOLLAR.

THE BEST MEALS IN HONGKONG.

EITHER A LA CARTE OR TABLE D'HOTE.

Oysters, Kippers and Smoked "fillet" Haddock always on
Hand. We serve only No. 1 Lipton's Tea and the Choicest
Cakes made with best Table Butter only. The best Wines,
Ales, &c., served with Meals only. You should not fail to give
us a trial.

THE ALEXANDRA CAFE

"MUMEYA."

"While-you-wait" Photography.

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 81 Queen's Road Central.

TELE. No. 254.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.

Town Office: 48, CONWAY ST. ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyards: Sham-Sui-Po, Kowloon, Hongkong. Telephone No. K. 9.
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM THE FACTORY IN A GARDEN, BOURNVILLE, ENG.

Hongkong, Dec. 17, 1900.

LOCAL SHOPPING.

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for: ADMIRALTY (HARTS)

ROSE'S BINOCULARS and TELESCOPES.

KELVIN'S OPTICAL INSTRUMENTS.

BENSON'S ENGLISH WATCHES.

ENGLISH SILVERWARE direct from Manufacturers.
High Class English Jewellery.

NEW MODELS OF

"BROADWOOD" PIANOS

JUST UNPACKED.

UNRIVALLED FOR REFINED
TONE, EQUALITY AND
EXCELLENCE OF TOUCH.

The Anderson Music Co., Ltd.

C. Des Vaux Road.

Tel. 1322.

Theo. Vafiadis & Co.

Imperial Bouquet\$5.00	per 100
Extra Fine (Grand Format)4.40	100
Crown Prince4.40	100
Nectar (Gold tipped)4.40	100
Yildiz1.00	25
Club Six3.50	10
Non Plus Ultra3.30	100
do1.70	50
Superfine2.00	100
Fine1.00	50

SOLE AGENTS:

HONGKONG CIGAR STORE.

Quality.

With LEA & PERRINS' SAUCE,
a few drops sprinkled over the meat,
fish or cheese, &c., are all that is
required to impart the most delicious
piquancy and flavour.The QUALITY and concentration of its
ingredients make a little of this sauce go
a long way.Lea & Perrins
The Original and Genuine
WORCESTERSHIRE

THE CHINA MAIL, LTD

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-
TUSES, WINE LIST, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE.

6 Wyndham Street.

European Supervision

Moderate Price

INTIMATIONS

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, YO-
SINOTANI, KISHIDAKE, HOJO,
KANADA, NAMASUTA, SAYO,
HINNEW and KAMITAWADA
Colliers.AGENTS for SAKITO, & OYUBARI
COALS.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Muroran,
Hakodato, Kobe, Osaka, Kure,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, Peking.Tel. Address for above:—IWASAKI.
Codes:—A1, ABO 5th Ed., Western Union.

AGENCIES:

CHINESE: Messrs Gearing &
Co.MANILA: Messrs Macandray &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager,

No. 2, PRINCE STREET,
HONGKONG.

818

THE CHINA FIRE INSURANCE
COMPANY LIMITED.

NOTICE

NOTICE IS HEREBY GIVEN THAT
MEETING OF THE CHINA FIRE IN-
SURANCE COMPANY LIMITED will
be held at the registered office of the
Company No. 3 Queen's Road Central
Victoria, Hongkong on FRIDAY the
19th of December, 1915, at 12 o'clock
noon when the subjoined Resolution will
be proposed as an Extraordinary resolution
viz:—That the Articles of Association of the
Company be altered in manner following:—

(a) Article 19 shall be cancelled.

(b) In Article 50 in lieu of the words
"Twenty-one clear days notice"
there shall be substituted the words
"Ten days notice at least of every
Meeting."(c) The following Article shall be sub-
stituted for Article 53, namely:"Except as otherwise provided by
these Articles no business shall
be transacted at any Meeting
unless a quorum be present."(d) Article 54 shall be altered by striking
out all words after the words
"upon a poll every shareholder" and
by adding after such words "present
in person or by proxy shall have one
vote for every share held by him."AND NOTICE IS HEREBY ALSO
GIVEN THAT a further Extraordinary
General Meeting of the Company will be
held at the Registered Office aforesaid on
SATURDAY the 18th day of December,
1915, at 12 o'clock noon for the purpose of
receiving a report of the proceedings at the
last mentioned Meeting and of confirming,
if thought fit, as a special resolution the
above mentioned resolution.

Dated the 11th day of November, 1915.

By Order of the Board,

C. F. WILSON, N.

Secretary.

Hongkong, Nov. 11, 1915.

268

DAIRY FARM NEWS.

CAN ALWAYS GET THE BEST
TAT BEST QUALITY
LOCAL.BEEF AND MUTTON
AND
AUSTRALIAN
FROZEN MUTTON, LAMB,
RABBITS AND HARES.OUR FRESH MILK
AND OTHER DAIRY PRODUCTS
ARE
THE BEST IN THE EAST.

66

MARTIN'S

APOL STEEL
PILLSA French Remedy for all ailments
of the digestive system. It is a
purely vegetable preparation and
is entirely free from any harmful
drugs. It is the only medicine
which can be taken by the most
sensitive stomachs. It is the only
medicine which can be taken by the
most delicate constitutions. It is the
only medicine which can be taken
by the most nervous and
excitable people. It is the only
medicine which can be taken by the
most aged and infirm. It is the
only medicine which can be taken
by the most robust and healthy.MARTIN'S
APOL STEEL
PILLSA French Remedy for all ailments
of the digestive system. It is a
purely vegetable preparation and
is entirely free from any harmful
drugs. It is the only medicine
which can be taken by the most
sensitive stomachs. It is the only
medicine which can be taken by the
most delicate constitutions. It is the
only medicine which can be taken
by the most nervous and
excitable people. It is the only
medicine which can be taken by the
most aged and infirm. It is the
only medicine which can be taken
by the most robust and healthy.ALEXANDRA CAPE
MARTIN'S
APOL STEEL
PILLSALEXANDRA CAPE
MARTIN'S
APOL STEEL
PILLSALEXANDRA CAPE
MARTIN'S
APOL STEEL
PILLSALEXANDRA CAPE
MARTIN'S
APOL STEEL
PILLSALEXANDRA CAPE
MARTIN'S
APOL STEEL
PILLSALEXANDRA CAPE
MARTIN'S
APOL STEEL
PILLSALEXANDRA CAPE
MARTIN'S
APOL STEEL
PILLSQUALITY is the point
which is necessary
in an enjoyable
Cigarette.That's why
"EMBASSY"
VIRGINIA No. 77
has been justly
described as
THE CIGARETTE
DE LUXE.ON THE EDGE OF
THE WAR.

DUTCH FRONTIER AMENITIES.

How Horses Are "Stolen."

The special correspondent of "The
Times" in Holland has been given an
unusually good opportunity of visiting many points
on the frontier between that country and
Belgium on the one side and Germany
on the other. In the following article he
describes the extraordinary conditions of
life in the frontier villages and tells many
incidents which occurred upon the trip.It is interesting to see how, along the
frontier, the countryfolk and people of the
villages accommodate themselves to leading
lives which are half in territory which is
war and half in the area of peace.The interminable barriers of barbed wire
divide streets and fields into narrow
strips, and the people are obliged to
cross them at right angles, and
next-door neighbour's chat across the fence
with a strident whistle at their sides.There is one town in the extreme south of
the province of Limburg where the frontier
crosses through the back garden of
many of the houses, and one sees German
sentries standing among the pines and
palm-trees. Presumably one gets used to
soldiers of another country among one's
flower-beds, just as one can grow accustomed
to strange workmen about the house.As one place I saw a woman who
was crouched hanging up the washing while
a German soldier, posted in her back yard,
looked on with interest. In the street of
Wals a little girl was playing diabolo on
the German side of the barrier when her
"devil" (or whatever the spot that is
used in diabolo is called) came under the
fence into Dutch territory. The Dutch
sentry stopped in his examination of a
small boy's coat, in a search of contraband
batter, to kick the playing back to her.A few yards away, on the German side of
the frontier, stood four German sentries
looking on, and in the street beyond were
perhaps half a hundred German soldiers,
men of the 1st Regiment, VIIth Army
Corps, lounging about or busy on various
duties.So everywhere one sees the same ex-
traordinary conditions of life, the half-
ties of peace and the grimness of war. In
Putte, where the frontier runs right across
the main street, the village church is 50
yards on the Dutch side. At Nippen it is
only a few yards on the German side. In
cases like these the sentries allow wall men
the residents of the villages to cross the
front as to go to services.

PEACE AND WAR.

At the little village of Eijgenhoven—
again in the south-east of Limburg—a
country road runs down to the frontier and
crosses it where a peaceful old red-brick
mill stands on a small stream. On the
left bank of the stream, which is Ger-
man, the ground rises in a steeply sloping
slope to where, 100 yards away, the
railway line passes south to Aix-la-Chapelle.
It is a charmingly rural scene, with
the cluster of mill buildings, the little
stream and the green slope leading
down to the frontier. The path leads
through the apple trees a goodly garden
with a flock of a dozen geese. A stout
peasant woman passed leading a goat by a
rope, and we could hear her abusing it in
German because it would stop and browse;
and two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.ON THE EDGE OF
THE WAR.

DUTCH FRONTIER AMENITIES.

How Horses Are "Stolen."

The special correspondent of "The
Times" in Holland has been given an
unusually good opportunity of visiting many points
on the frontier between that country and
Belgium on the one side and Germany
on the other. In the following article he
describes the extraordinary conditions of
life in the frontier villages and tells many
incidents which occurred upon the trip.It is interesting to see how, along the
frontier, the countryfolk and people of the
villages accommodate themselves to leading
lives which are half in territory which is
war and half in the area of peace.The interminable barriers of barbed wire
divide streets and fields into narrow
strips, and the people are obliged to
cross them at right angles, and
next-door neighbour's chat across the fence
with a strident whistle at their sides.There is one town in the extreme south of
the province of Limburg where the frontier
crosses through the back garden of
many of the houses, and one sees German
sentries standing among the pines and
palm-trees. Presumably one gets used to
soldiers of another country among one's
flower-beds, just as one can grow accustomed
to strange workmen about the house.As one place I saw a woman who
was crouched hanging up the washing while
a German soldier, posted in her back yard,
looked on with interest. In the street of
Wals a little girl was playing diabolo on
the German side of the barrier when her
"devil" (or whatever the spot that is
used in diabolo is called) came under the
fence into Dutch territory. The Dutch
sentry stopped in his examination of a
small boy's coat, in a search of contraband
batter, to kick the playing back to her.A few yards away, on the German side of
the frontier, stood four German sentries
looking on, and in the street beyond were
perhaps half a hundred German soldiers,
men of the 1st Regiment, VIIth Army
Corps, lounging about or busy on various
duties.So everywhere one sees the same ex-
traordinary conditions of life, the half-
ties of peace and the grimness of war. In
Putte, where the frontier runs right across
the main street, the village church is 50
yards on the Dutch side. At Nippen it is
only a few yards on the German side. In
cases like these the sentries allow wall men
the residents of the villages to cross the
front as to go to services.

PEACE AND WAR.

At the little village of Eijgenhoven—
again in the south-east of Limburg—a
country road runs down to the frontier and
crosses it where a peaceful old red-brick
mill stands on a small stream. On the
left bank of the stream, which is Ger-
man, the ground rises in a steeply sloping
slope to where, 100 yards away, the
railway line passes south to Aix-la-Chapelle.
It is a charmingly rural scene, with
the cluster of mill buildings, the little
stream and the green slope leading
down to the frontier. The path leads
through the apple trees a goodly garden
with a flock of a dozen geese. A stout
peasant woman passed leading a goat by a
rope, and we could hear her abusing it in
German because it would stop and browse;
and two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In the
autumn sunshine—and the weather has
been generally beautiful—whole orchards
glow crimson, redder than any hawthorn
hedge in England covered with its haws.As the motor-car travels along the
winding roads up and down hill, by farms
and little villages with their ancient
churches, and here and there, old Car-
lovingian castles, you get an impression of
ideal fertility and peacefulness.And two little German boys were fishing in
the stream. But between us and them
ran the inevitable double line of barbed
wire fencing, and, as we talked with the
Dutch sentries, who looked so incongruous
beside the old mill, a train passed, hur-
rying southward loaded to the last inch with
German soldiers.Much of Limburg and a large part of
Brabant are most un-Dutch in appearance,
being hilly and full of charmingly
variegated scenery. The whole country is
a most one vast orchard. The fruit chiefly
grown is a rosy red apple, and this year
the trees are loaded with fruit. In

EXTRA
TO THE
CHINA MAIL.

HONGKONG, FRIDAY, NOVEMBER 12, 1915.

BY TELEGRAPH.

THE WAR.

(Reuter's Service to the China Mail.)

HOUSE OF COMMONS ADJOURNED.

An Animated Discussion.

LONDON, Nov. 11.

In the House of Commons, in the course of the debate on the question of adjournment, Mr. A. Roche initiated a discussion on the Dardanelles. He hoped that mistakes would be avoided in the future.

Sir Henry Craik complained of the vacillating policy evidenced by our action in Serbia.

Mr. J. C. Wedgwood requested an assurance that the men responsible for the blunders at Suvla Bay no longer held their positions.

Sir Frederick Banbury, amid cheers, called attention to the absence of Ministers, which he described as an "insult to the House."

In response to cries the Speaker put the motion for the adjournment, which was carried forthwith.

(Havas Service.)

PARIS, Nov. 10.

The Military Medal has been awarded to General Dubail, General de Galetelneau, and General Foek have been promoted to the Grand Cross, and General Maudhuy to Grand Officer of the Legion of Honour.

Yesterday we concentrated an artillery fire on the enemy's organizations at Nouvron plateau.

To-day we stopped dead an attack delivered at Givenchy wood, and we replied to the bombardment directed against our positions north-west of Tahure.

A British submarine torpedoed the German steamer *Cordelia* in the Baltic.

HONGKONG VOLUNTEER CORPS.

Corps Order by Lieut.-Col. A. Chapman, V.D.

JOINED.

Private W. Ross joined the Corps on 11. 11. 15, and was posted to Scouts Company (No. 2 Section).

KING'S PARK RANGE.

This range is allotted to the Hongkong Police on week days until 4 p.m. and Saturday forenoons from 11. 11. 15 to 15. 1. 16.

SIGNALLING SECTION.

The following members will parade on the Cricket ground at 7.30 a.m. on 14th instant, for telephone duties at Kowloon City Range with the H.K.V.R.:—Lieut. A. Young, A. G. Jacobs, N. S. Jacobs and A. V. G. Meadows. Dress: Helmet, khaki drill jackets and shorts, putties, belts, haversacks (with food) and waterbottles (filled). No rifles or sidearms.

NON-ATTENDANCE AT PARADES.

Members of the Corps are reminded that, in the event of being unable to attend parades ordered, the responsibility to explain their absence is theirs and they must notify their Company Sergeant Majors at once.

PARADES.

Parades for Saturday, 13th instant, 7 a.m. Signalling Section, Signalling practice at Headquarters.

DETAIL.

Gun Club Hill, Kowloon:—
On duty until morning of 17th inst.—
H.K.V.R.

Next for duty Scouts Company.
Officer on duty Capt. Stewart.

P. of W. Camp, Kowloon:—
On duty until morning of 17th inst.—
H.K.V.R.

Next for duty. Officer on duty.
Nov. 17th Scouts Company. Lieut. Murphy.

Nov. 18th Scouts Company. Capt. Hutchison.

Nov. 19th Centre Section M.G.Co. Capt. Wood.

Nov. 20th Right Section M.G.Co. Lieut. Kennott.

Nov. No. 1 Section Art. Batty. and Left Section M.G.Co. Capt. Wolfe.

Nov. 22nd Civil Service Company, Capt. Churchill.

Nov. 23rd No. 2 Section Art. Lieut. Danby.

Orderly Sergeant from 17th to 24th instant—Sergeant J. H. Ramsay.

The above detail takes the place of that notified in Corps Order No. 5 dated 11. 11. 15.

FIELD DAY 14TH INST.

Important notice. Pullthroughs and flannellette must be carried to clean rifles after firing blank ammunition.

HONGKONG POLICE RESERVE.

RECRUITS.

All Recruits of all companies will parade at "Central" at 5.50 p.m., on Friday, Nov. 12th, Tuesday, Nov. 16th, and Friday, Nov. 19th.

COMPANY PARADES.

Monday, Nov. 15th—Whole of No. 2 Co.

Wed., Nov. 17th— " " " 3 "

Thurs., Nov. 18th— " " " 1 "

MUSKETRY COURSE.

The 1st, 2nd and 3rd Platoons of No. 3 Company and the 4th Platoon of No. 1 Company will fire Part 1 on Sunday, Nov. 21st.

Uniform will not be worn at Musketry practice except by Inspectors and Sergeants on Range Duties.

EQUIPMENT.

The following are appointed Equipment Officers (E.O.):—P. C. A. Fothergill (S/O Standard Oil Co.) for Nos. 1 and 2 Companies. Store Sergeant Fan Yun Fong for No. 3 Company and the Ambulance Co. No questions relating to the issue, renewal, or return of equipment will under any circumstances be dealt with at the

BY TELEGRAPH.

(Wah Tsa Yat Po's Service.)

ADMIRAL CHENG'S SUCCESSOR.

PEKING, Nov. 11.

Yeung Lien Tuk, Military Governor of the Yangtse Valley, has been appointed acting Military Governor in Shanghai, in succession to Admiral Cheng Yu Shing, who was assassinated.

PROPAGANDA OF MILITARY AFFAIRS.

Twenty-six delegates have been dispatched to the provinces to speak on military affairs.

UNDESIRABLE PARTIES.

Provincial Governments are ordered to suppress "newly-formed parties."

A PROTECTIVE SCHEME.

The General Staff has proposed a protective scheme for six Provinces, sub-divided into three sections. The north section is Chihli and Shantung, the central section Kiangsi and Chekiang, the south section Fukien and Kwangtung.

CHINA'S NATIONAL FLAG.

The five coloured national flag will continue after the change of the form of Government.

LING FOOK PANG.

The Government has telegraphed to Ling Fook Pang to hasten his return to Peking.

KWANGTUNG JUDGE'S RESIGNATION.

The Judge of the High Court of Kwangtung, Chan Poh Yu, has been allowed to resign.

VICTORIA THEATRE.

The Victoria Theatre have certainly scored a big success this week with the long and well-staged film "Midnight at Maxim's," showing the entertainment at the New York Maxim's. Famous dancers are filmed in their clever productions, and the story is amusing and well-told. The film will be shown to-night again, by special request.

Two comics, one an especially good "Wiffies" production, make, with the long principal film, an exceptionally attractive programme.

D. S. P.'s office except through the E. O. P. Co. will refer to their Platoon Commanders, who will then requisition in writing (and not by telephone or personal visit) what is required by their men. Such requisition to be sent to the E. O. concerned and not to this office.

JOINED.

A. Balsean, F. M. Ellis, A. Coulland, T. Cordairo, C. H. W. Kew, R. Hanson, J. Row, J. A. V. Ribeiro, J. Pereira, Y. Barradas, J. M. Noronha, A. Guterres, G. D. Mohai, A. Melbye, J. M. V. Ribeiro, L. A. Sales.

(Sgd.) F. C. JERVIS.
D. S. P. (Reserve).

Printed and Published for THE CHINA MAIL, Limited, by HORACE MURRAY BARN, No. 5, Wyndham Street, Hongkong.

BY TELEGRAPH.

THE WAR.

THE ALLIES AND GREECE.
LATEST DEVELOPMENT.BRITISH CABINET MEMBERS CONSULTING
THE FRENCH GOVERNMENT.BULGARIANS ATTEMPT TO ENVOIR
THE SERBIANS.MONASTIR POPULATION FLEE PANIC-
STRIKEN.

(Reuter's Service to the China Mail.)

THE ALLIES AND GREECE.

A WARNING AGAINST TREACHERY.

LONDON, Nov. 17. Telegrams received from Paris report that M. Dussys Cochon will remind the Greek Government that the Anglo-French fleet, assembled at Malta will exact a heavy penalty for any treachery.

LATER.
The French Minister, M. Denys Cochon, has arrived at Athens on a special mission. An immense crowd welcomed him and he was received by a representative of the Premier, the Mayor and the Municipal Council. Subsequently demonstrations were made before his hotel and the French Legation, where the Marseillaise was sung.

GREER VESSELS DETAINED IN ENGLAND.

The papers report that Great Britain has detained ninety Greek vessels at Liverpool and Newcastle.

DENUNCIATION OF THE GOVERNMENT'S POLICY.

The Morning Post, in an editorial denouncing the Government's policy towards Greece, says that unless King Constantine is told that Greek commerce and seaports will be destroyed in certain eventualities we may find the Expeditionary Forces trapped.

A PROBLEM FOR THE GREEK GOVERNMENT.

ATHENS, Nov. 17. It is authoritatively stated that the Government is seeking a satisfactory solution of the question of the Allied troops taking refuge in Greek territory; but hesitates to make a declaration in the form demanded by the Entente Powers.

THE KING MAY CONFER WITH LORD KITCHENER.

It is understood that King Constantine wishes to discuss the situation with Lord Kitchener.

THE LATEST NEWS FROM THE BALKANS.

LONDON, Nov. 17. Telegrams from Salonika of the 16th inst. state that the progress of the Bulgarian from Gostivar will force the Serbians to retire from Balcan Pass to avoid encirclement.

The population of Monastir is fleeing panic-stricken and several foreign consuls have quit the town in the direction of Salonika.

The French are firmly holding positions on the left bank of the Cernaya, after inflicting severe losses on the Bulgarians who retreated to the north. The Bulgarians have evacuated Kofurino.

A number of Bulgarian deserters have surrendered to the Serbian authorities at Obervit.

Bulgarians are also retiring northwards in the region of Gradsko.

BRITISH CABINET MEMBERS CONSULTING
THE FRENCH GOVERNMENT.

LONDON, Nov. 17. The Foreign office announces that Mr. Asquith, Sir Edward Grey, Mr. Balfour and Mr. Lloyd George, accompanied by military, naval and diplomatic advisers, have arrived in Paris to consult the French Government.

PARIS, Nov. 17. The British Cabinet members have conferred with M. Briand and General Joffre.

MORE SUSPICIOUS FIRES IN AMERICA.

NEW YORK, Nov. 17. Three fires have occurred at a railway station and yard at Weehawken, New Jersey, close to a canal containing 500 horses destined for the Allies. It is believed Germans are responsible. Watchmen fired their revolvers at a number of suspicious persons whom they saw running away. None were hit.

WESTERN FRONT.

PARIS, Nov. 17. A communique states that some artillery actions have taken place.

THE SINKING OF THE "ANCONA"

AMERICAN LADY DOCTOR'S TERRIBLE EXPERIENCES.

LONDON, Nov. 17. An American lady Doctor named Cecile Grelle, graduate of the Cornell Institute, telegraphing from Bizerta, says she was the only American cabin passenger on the Ancona. With four others, Italians, she was at lunch and they had just finished when they heard a rush on deck and the engines slowing. Miss Grelle, on ascending the deck, heard the whizz of a shell which fell on the afterdeck. She saw a huge submarine dangerously near with four huge guns in the conning tower and another in the fore part. No warning was given the liner, which slowed immediately the first shot was fired.

The first shot shattered the bridge and others followed quickly. Timbers were falling on all sides. Everywhere was confusion and panic. Legions of men fell dead and wounded on the deck. I was perfectly calm and started for the purser's office which was on the second class deck.

BY TELEGRAPH.

to get my money. I found him dead before his desk. Whole parts of the second class deck had fallen into the sea. Wounded and dead lay everywhere, including many babies, women and children. I returned to my cabin to get my passport. It was a journey amid falling shots and screams from women who were grasping my ankles and imploring for help.

I reached my cabin and was trying to open my trunk when I heard the port hole crash inward and felt the whizz of a shell overhead. I jumped up and saw the stewardess fall dead before the door, struck by a shrapnel bullet. Thinking death unavoidable I donned a sweater, tied a bandage on my head, grasped a basket of trinkets and started in search of a lifeboat. I went alone from the cabin to the deck. Not a soul commended the passengers below; chaos reigned there. I went to where two boats were being lowered. They refused saying they were full, though they had not more than twenty occupants, while the boats are marked for fifty. The first boat fell into the sea and the occupants were drowned. Remarkably few were provided with lifebelts.

I saw another boat being lowered and jumped twenty feet, gauging the distance exactly, and landed in the centre of the boat uninjured, still grasping my basket of trinkets. Another woman in a nightgown jumped head foremost and fell into the sea. I dragged her in. Both her legs were broken.

We started to row, expecting to be killed for shells were striking the boats, killing and injuring the passengers. I saw the track of a torpedo which hit the Ancona. There was a terrific explosion. The liner turned turtle and sank in seven minutes. Our boat was moved towards Messina and was leaking badly. Women and children clung to me, shrieking hysterically. I bailed out while I tried to quieten them. After four hours we sighted a boat without rowers, leaking and sinking. Our officer, with a revolver in hand, ordered his men to rescue them. A French cruiser saw our fares in the evening and rescued us.

(Reuter's Service to the China Mail.)

WESTERN FRONT.

DESPATCH FROM SIR JOHN FRENCH.

LONDON, Nov. 17. Field-Marshal Sir John French, in a despatch, says that since the 10th inst. there has been an active and reciprocal "carnage" especially to the south of the La Bassée Canal and east of Ypres. There has been no infantry action, but considerable mining activity has been shown.

ARTILLERY ACTIONS.

PARIS, Nov. 17. The evening communique says that there have been only artillery actions.

VIOLENT BULGARIAN ATTACKS
REPULSED.

PARIS, Nov. 17. A communique says that the Bulgarians on the left bank of the Cernaya, which were everywhere repulsed with heavy losses. Chirpa prevails on the left bank of the Vardar.

The landing of British and French troops at Salonika continues without incident.

THE PERSIAN SITUATION.

Shah's Declaration of Friendship for Britain and Russia.

PETROGRAD, Nov. 16. A telegram from Teheran says that after a discussion with the British and Russian Ministers were received by the Shah, who said he had abandoned the idea of leaving Teheran. He declared openly that he was a friend of Britain and Russia, and did not conceal the fact that in the course of the year the Germans had done their utmost to drive Persia into war with Russia.

Prior to the audience, the German, Austrian, and Turkish Ministers left Teheran, confident that the Shah was also leaving.

Princes Er-Noud, Duoulo and Firman Firman, who are Russophiles, are entering the Cabinet.

NOTED RUSSIAN POLITICIAN
KILLED.

PETROGRAD, Nov. 17. M. Zvezintzeff, a well-known member of the Duma, has been killed at the front. He was one of the initiators of the scheme of an overland railway to India, through Persia.

BRITISH GENERAL STAFF.

Lord Haldane Replies to Critics.

LONDON, Nov. 17. In the House of Lords, replying to criticisms of the General Staff by Lord St. David, Lord Haldane detailed Sir John French's working day from six o'clock in the morning till dinner. Regarding the various Staffs, he said we were at a disadvantage compared with Germany, who had been doing for a century what we had tried to do in a decade. Any omission was in no way due lack of zeal. Dealing with the Battle of Loos, his lordship said the reserves were ready and it was not the Staff's fault that they could not get forward. The work of the men leading the Army in France was in no way a failure; it was a great feat to reduce Germany's tremendous military machine to temporary—and perhaps permanent—impotence.

Lord Sydenham said that in the failure to realize our expectations at Loos we saw a repetition of Neuve Chapelle.

Lord Crews declined to discuss the Battle of Loos as it was still the subject of close military enquiry by the highest authorities. No great victory was to be expected nowadays by breaking the line on a front of six or seven miles; for that result an enormously long front must be broken.

THE EGOISTS.

More Churchill—Carsonism.

LONDON, Nov. 17. Mr. Winston Churchill, in the course of his recent speech, said:—"I earnestly hope that Sir R. Carson will be constantly in attendance at the House of Commons. It is in the high public interest to have someone with complete secret information, sincerely devoted to the public cause and independent of the Government. The Opposition Bench is Sir E. Carson's war station."

The Daily Chronicle calls attention to this "remarkable bestowal of the mantle of Elijah."

The Morning Post says: The time has come to form a new Opposition upon national lines by a "True-Blue British Party," with no reservations in favour of the enemy, either on the continent or in the United Kingdom. It suggests Sir Edward Carson as leader.

"THE QUEEREST VESSEL
AFLOAT."

Who remembers the junk Keying? asks T. P. E. in the most interesting article in the "Journal of Commerce." She was the first Chinese vessel ever brought to Europe, as well as the first which had rounded the Cape of Good Hope. From the look of her you would think that she had been built by somebody who had more money than he knew what to do with, but, on the contrary, she was designed to (although she didn't) make an honest penny in the ordinary way. Also, however, for the hopes of her enterprising proprietors, she was broken up on the beach at Rock Ferry, close to where the Great Eastern afterwards came to her end.

FROM HONGKONG.

What was this curious ship like? She left Hongkong on December 6, 1846, in charge of a crew of twelve English and thirty Chinese, having also a mandarin of high rank as passenger on board. She had a terrible accident—but first let us see what difficulties there were to be encountered before reaching even Hongkong? She had been purchased in Canton in August, 1843, by a small syndicate of Englishmen, some of whom belonged to Liverpool, who undertook to get her on the score of the native laws which, under penalty of death, prohibited the sale of Chinese vessels to foreigners. However, they dressed themselves up in Chinese costumes of the latest cut, filled their ample pockets with revolvers, cautiously made their way inland, and after more than the usual haggling and bargaining, made the purchase on the ground that they were "idle rich untortured" anxious to tell about a gorgeous yacht for the benefit of their health. Under the cover of various excuses they armed her with two or three 12-pounder guns, and luckily got on board before their true purpose began to leak out, but when it did they had to fight their way.

The Keying, which can only be called a "ship," was a junk, and was built in the ordinary way. She was 16 feet long, with an extreme breadth of 23 feet, and a depth of hold of 16 feet. She was built of oak, and, contrary to the European plan, her planks were pinned together prior to the introduction of the steam. She had three masts, made of ironwood, the mainmast being an immense pole 30 feet long and the foremast 15 feet long. The masts were stowed at intervals of 10 feet, and were secured by a system of iron bands, which were hoisted to the mast by a single rope of immense size formed of

plaited rattan. The mainmast was an affair of gigantic dimensions, weighing nine tons and it took the entire crew two hours to hoist it.

REDDERS WERE SEVEN TONS. She carried three enormous anchors made entirely of ironwood, the cables attached to them being also formed of rattan. Her rudder was of truly singular construction. It was supported by two large ropes, two others being passed from its lower end, around the base of the bottom of the ship, and secured at either side of the bow. This rudder weighed seven tons, and it could be hoisted at pleasure, by means of two windlasses fixed on the poop.

If, by now, you have endeavoured to arrange these curiosities in your mind's eye, you will next be called upon to add a few more to them. The Keying had immense elevation, both at bow and stern, the former rising above the water's edge nearly 30 feet and the latter 40 feet. Each bow was decorated with a figure, a woman staring eye which, in accordance with Chinese superstition, enabled the ship to see her way across the ocean. The interior was skilfully painted after the most approved fashion of the Celestial Empire, and indeed the fittings and decorations were, in every respect, entirely different from the shipping of any other nation.

Thus equipped, however, the intrepid Captain Kallat set forth, and a ter a tolerably favourable passage the Keying rounded the Cape of Good Hope on March 31st, 1847, of which, by the way, she had experienced a severe hurricane, during which, as on all other occasions, she proved herself an excellent sea-boat, with powers of weathering a storm equal, if not superior, to vessels of British build. She reached St. Helena on the 15th of April, and was there visited by the Governor, the Commander of the Station, and nearly every person on the island.

CALL AT NEW YORK.

On quitting St. Helena, bound for London, she was carried by adverse wind and currents far out of her course in the direction of America, so provisions and water running short, and the crew becoming discontented and mutinous at the length of the voyage, you won't forget that it took the lot of them two hours to hoist the mainmast—the commander headed for New York, where she duly arrived, and was visited by nearly 3,000 persons daily. She then went to Boston, and had the same experience there before leaving for Europe. Eventually she sailed from Boston to Jersey City, in 21 days, which was equal to the record of most of the best clipper of that time. From Jersey it was a simple matter to get to London, where bigger crowds still came on board, including Queen Victoria, the Prince Consort, and the Duke of Wellington.

The Keying lay in the Thames for a long while, but finally reached Liverpool after a good passage. Doubtless, shipping men of to-day think themselves highly endowed with seamanship, but would any of them have had the courage to buy such a junk and sail her into the Mersey? Here she was, however, and they struck a medal in commemoration of the fact, various merchants sporting it on "Change, some being preserved in the neighbourhood still.

ON SNOW IN THE MERSEY.

There is a lady living in Cheshire to-day who told the writer that, when a girl of seven, she used to take dinner down to the wharf (Chinese) officer on the Keying daily. He was dressed in Western clothes, white trousers, a light blue jacket, and a round cap like a "smoker's." He always gave her a penny, and once a little box of tea, which had been the junk's cargo. The public used to pay one shilling each to go on board. Afterwards the Keying—just as the old Chinese ship had done—did her own time—went from port to port as a show. But the novelty wore off, and back she came to the Mersey, where Messrs Redhead, Harland, and Brown, whose yard and dry dock were just across the street leading to Tranmere Ferry, broke her up, and built two barges out of her oak plank. One was called the Victory, and a gentleman still living amongst us was on her when launched. All sorts of scraps and odds and ends from the Keying met with a ready sale, and the lady already mentioned still has a w. ribbon made from her tail by the then carpenter on one of the Rock Ferry boats—Liverpool Weekly Mercury.

To-day's Advertisements

TO LET.

TWO LARGE UNFURNISHED ROOMS, with a garden, on the Upper Level, at 11, Goodwin's Quay, of the Harbour.

Apply X.Y.Z.

C/O CHINA MAIL Office.

Hongkong, Nov. 18, 1915. 989

HONGKONG GYMKHANA CLUB.

THE FIFTH GYMKHANA MEETING of the SEASON will be held at HARRY VALLEY on SATURDAY, the 5th November, 1915, commencing at 3.15 p.m. The Charge of Admission will be \$1.00 for other than Members of the Hongkong Jockey Club or GYMKHANA CLUB. Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present. Hongkong, Nov. 18, 1915. 990

IT IS HEREBY NOTIFIED THAT

SEALED TENDERS in Duplicate, which should be clearly marked "Tender for Lease of Old Post Office Building," will be received at the Colonial Secretary's Office until Noon of TUESDAY, the 26th of November, 1915, for the letting of the Old Post Office Building from 1st January, 1916, to 31st December, 1918, subject to conditions which can be ascertained at the Office of the Director of Public Works. Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of One Thousand Dollars (\$1,000) as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the tenderer refuses to carry out his tender and, comply with the above-mentioned conditions, should the tender be accepted. Form of tender and further particulars may be obtained from the Office of the Director of Public Works. The Government does not bind itself to accept the highest or any tender. W. CHATFIELD, Director of Public Works, Public Works Office, Hongkong, Nov. 18, 1915. 991

Queen's Dispensary.

Harper & Co., Ltd.

Chemists, Druggists & Apothecaries.

81, Queen's Road Central.

TEL. 492.

THE ONLY EXCLUSIVE
ENGINEERS & TAILORS
IN THE COLONY.

Diss Bros.

So. 1, WYNDHAM ST.
Glover Street
ESTABLISHED 1860.

THE HANDY BOAT FOR MACAO.

THE S.S. "OHUEN OHOW"

THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day.

SUNDAY—Leaves Macao 1.30 P.M. Arrives Hongkong about 6 P.M.

FARES.—First Class \$2 Single; \$3 Return (Saloon).
First Class \$1 .. \$1.50 .. (Saloon) for Chinese.
Second Class \$0.50 Single; \$1 Return.

Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.

Passengers may sleep on board without additional charge on return Macao only.

THE EASTERN ASBESTOS CO.

Sole Agents for

THE GANDY BELT

MANUFACTURING Co., Ltd.

Seacombe, Cheshire, England.

Large Stocks of "Gandy" Belting and Belt Fasteners.

4 QUEEN'S BUILDING,

HONGKONG.

Telegrams "Ocraggat"

Telephone No. 801.

THE TOP NOTCH SCOTCH.



"KING
GEORGE
IV"
Scotch
Whisky

Its world-wide popularity is due to its
mature ripeness, soft refinement, and
exquisite flavor.

One of the principal brands of
THE DISTILLERS COMPANY LIMITED,
DUNDEE, SCOTLAND.

SOLE AGENTS

GANDE, PRICE & Co., Ltd.

Wine Merchants.

4, Queen's Road Central,
Hongkong.

TEL. NO. 135.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

ALL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	To SAIL	REMARKS
LONDON & BOMBAY via SINGAPORE	SHANGHAI, MOJI, KOBE, NANKIN	19th Nov.	See Special Advertisement
SHANGHAI, MOJI, KOBE, NANKIN	SHANGHAI, MOJI, KOBE, NANKIN	23rd Nov.	Freight and Passage.
LONDON via SINGAPORE, (NAGASAKI)	SHANGHAI, MOJI, KOBE, NANKIN	24th Nov.	Freight and Passage.
PENANG, COLOMBO, PORT SAID & MARSEILLES	SHANGHAI, MOJI, KOBE, NANKIN	24th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NANKIN	SHANGHAI, MOJI, KOBE, NANKIN	24th Nov.	Freight and Passage.

Subject to immediate alteration without notice.

All the above steamers are fitted with Wireless Telegraphy.

E. A. HEWITT, Superintendent.

P. & O. S. N. Co's Office.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE

in connection with THE OHIOGLO MILWAUKEE & ST. PAUL RAILWAY

FOR VICTORIA AND TACOMA via SHANGHAI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA.

STEAMERS	TO SAIL	REMARKS
S.S. "OHIOGLO MARU" Capt. E. Hord	Tuesday, 30th Nov., at 3 p.m.	
S.S. "CANADA MARU" Capt. T. Surug	Thursday, 9th Dec., at 3 p.m.	

These Newly-Built Steamers of American Line have the speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.

STEAMERS	TO SAIL	REMARKS
S.S. "EUROPA MARU" Capt. —	Friday, 26th Nov., at 7 a.m.	

For TAMSUI AND KEELUNG via SWATOW AND AMOY.

STEAMERS	TO SAIL	REMARKS
S.S. "KAIYO MARU" Capt. Murakami	Thursday, 25th Nov., at Noon.	
S.S. "DAIJIN MARU" Capt. S. Sato	—	

For ANPING AND TAIPEI via SWATOW AND AMOY.

STEAMERS	TO SAIL	REMARKS
S.S. "SOERU MARU" Capt. A. Kobayashi	Wednesday, 24th Nov., at 8 a.m.	

FOR HAIPHONG via HOIHOW.

Steamer Leave

STEAMERS	TO SAIL	REMARKS
"KELIO MARU" Imahara	Saturday, 20th Nov., at 10 a.m.	
"DAIJI MARU" T. Koshih	—	

These Steamers of Coast and Foreman Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Sea. Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

H. YAMAUCHI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	27th November	28th Nov., at 11 a.m.
ST. ALBANS	14th Dec.	at 11 a.m.
EMPIRE	18th December	19th Dec., at 11 a.m.
EASTERN	7th January	8th Jan., at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in connection with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

AND "APCAR LINE"

Proposed sailings from Hongkong.

Steamer from Hongkong	on or about	Connecting at Calcutta with	On or about
"KUT SANG"	19th Nov.	A Natal Line Steamer	End of November

For Freight and further particulars apply to

DODWELL & CO., LTD. Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ PANAMA CANALS.

(With liberty to call at the Malabar Coast.)

FOR NEW YORK and BOSTON.

For Freight & further particulars, apply to

DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KAISHA

(NORTH SEA MAIL & S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

STEAMERS	TO SAIL	REMARKS
S.S. "RIO UN MARU" For Moji, Kobe & Yokohama	On 20th Nov.	
S.S. "HOKUTO MARU" For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	On 8th Dec.	
S.S. "BAN'EI MARU" For Moji, Kobe & Yokohama	On 17th Dec.	

For Freight or Passage, apply to

DODWELL & CO., LTD. Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI & TIENTSIN	SHANGHAI	Nov. 21, Daylight
SHANGHAI	SHANGHAI	Nov. 21, Daylight
MANILA, CEBU & ILOILO	SHANGHAI	Nov. 23, at 4 p.m.
SHANGHAI	SHANGHAI	Nov. 23, at 4 p.m.
HAIPHONG	SHANGHAI	Nov. 24, at 10 a.m.
MANILA, CEBU & ILOILO	SHANGHAI	Nov. 24, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "BANUL"

MANILA LINE. Twin Screw Steamers "Chincha," "Tambor," & "Tao" Excellent Saloon accommodation, electric fans fitted. Extra state-rooms on deck, air-cooled "Tambor" and "Tao."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Chusan," "Langchow," "Lochow," "Yueh" & "Sinkiang" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintaining a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight of Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & C.UTTA	"KUTSANG"	FRIDAY, Nov. 19, at 3 p.m.
MANILA	"LOONGSANG"	SATURDAY, Nov. 20, at 3 p.m.
SHANGHAI	"YUSANG"	SUNDAY, Nov. 21, Daylight
KOBE & MOJI	"YATSHING"	TUESDAY, Nov. 23, Daylight
SINGAPORE, PENANG & C.UTTA	"SUBANG"	TUESDAY, Nov. 23, at 3 p.m.
SHANGHAI	"KONGSANG"	THURSDAY, Nov. 25, Daylight
SANDAKAN	"YUSANG"	FRIDAY, Nov. 26, at Noon
MANILA	"YUSANG"	SATURDAY, Nov. 27, at 3 p.m.
HOIHOW & HAIPHONG	"LOKANG"	SUNDAY, Nov. 28, at 8 a.m.

RETURN TOURS TO JAPAN.

THE steamers "Kutsang," "Loongsang" & "Yatshing" leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yatshing," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

‡ Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Singapore, Tatrao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 214.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO CHANGE WITHOUT NOTICE.)

HOMEWARD.

TRANS-PACIFIC SERVICE.

Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

SHIPPING

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

STEAMER	Tons & Speed	Leave Hongkong
TENYO MARU	12,000-21 knots	Tues., 30th Nov. at Noon.
SHINYO MARU	17,000-18 knots	Fri., 10th Dec.
NIIPPON MARU	11,000-18 knots	Tues., 14th Dec. at 10.30 a.m.
SHINYO MARU	17,000-18 knots	Thurs., 23rd Dec.
SHINYO MARU	17,000-18 knots	Tues., 28th Dec. at Noon.
KIYO MARU	17,000-18 knots	Sat., 15th Jan. at Noon.
PERIA MARU	9,000-17 knots	Sat., 15th Jan. at Noon.
OHIO MARU	12,000-21 knots	Tues., 25th Jan. at Noon.
DAIREN MARU	8,000-14 knots	Tues., 3rd Mar. at Noon.

* Cargo only. † Proceeding to South American Ports.

First Class to London £77-10. Return (8 months) £190.

" " New York £80. " " " £96-10.

" " San Francisco £45. " " " £68.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. AROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Coronel via Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso. Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed. Sailing.

KIYO MARU 17,000-18 knots. Saturday, 8th Jan. at Noon.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent,
KING'S BUILDING (Opposite Blake Pier),
Telephone 791.

NIIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATES
MARSEILLES & LONDON	VI. SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	Capt. B. Kon, Tons 21,000	THURSDAY, 2nd Dec., at Noon.
VICTORIA, B.C. & SEATTLE	VI. SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	Capt. Nomu, Tons 12,500	TUESDAY, 30th Nov., at Noon.
SYDNEY and MELBOURNE	VI. SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	Capt. Nomu, Tons 12,500	TUESDAY, 14th Dec., at Noon.
SHANGHAI MOJI & KOBE	VI. SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	Capt. Nomu, Tons 12,500	TUESDAY, 14th Dec., at Noon.
SHANGHAI MOJI & KOBE	VI. SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	Capt. Nomu, Tons 12,500	TUESDAY, 14th Dec., at Noon.
SHANGHAI MOJI & KOBE	VI. SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	Capt. Nomu, Tons 12,500	TUESDAY, 14th Dec., at Noon.

For further particulars, apply to

K. DOI Acting Agent,
KING'S BUILDING (Opposite Blake Pier),
Telephone 791.

SOME PRINCIPAL FARES.

To London 1st Single Yen 800.	To Marseilles 1st Single Yen 550.
" " 2nd Single " 400.	" " 2nd Single " 300.
" " Return " 600.	" " Return " 450.

To London, Southampton, Liverpool via New York £80. 13s.

" " " " via Montreal £80. 3s.

To Victoria, Vancouver, Seattle, 1st Single " £25.

" " " " 1st Return " £27. 10s.

To Sydney, 1st Single £40. To Melbourne 1st Single £41.

" " 1st Return £72. " " 1st Return £73. 15s.

To Yokohama, 1st Return \$150. To Kobe 1st Return \$135.

" " 2nd " \$ 90. " " 2nd " \$ 83.

Round-the-World Yen 1,045.

KUSU MOTO, Manager.

Telephone No. 292.

THE CHINA MAIL

COMBINED COLOURED TYPHOON MAP & GUIDE

REVISED AND UP TO DATE

Shows tracks and daily progress of the big typhoons during the last twenty years

Explains day and night typhoon signals.

Enables one to locate the centre of a typhoon.

Gives a table of typhoons for last 30 years.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 50 cents.

From the CHINA MAIL Office.

SHIPPING

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITER, RANEA PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENT, TAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "NELLORE," Captain A. M. KING, carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 19th November, 1915, sailing, Passenger and Cargo for the above ports in connection with the Company's Steamship "Mongolia" from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay and transhipped to the "Kaiyo" due in London about 2nd JANUARY, 1916.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendent.
Hongkong, Nov. 6, 1915.

THE BANK LINE LTD.

FOR SAN FRANCISCO.

THE Steamship "INVERIC," Captain A. Wallace, 4,789 tons, will be despatched as above on SATURDAY, 20th November, 1915.

For Freight and further particulars apply to

THE BANK LINE, LIMITED.
Managing Agents
Hongkong, Sept. 22, 1915. 825.

FOR BOSTON & NEW YORK via SUEZ CANAL.

S.S. "INVERCLOYDE" About 1st December.

For freight and further particulars, please apply to

JARDINE, MATHESON & Co., Ltd. Agents.
Hongkong, Oct. 27, 1915. 914.

CANADIAN PACIFIC Steamship Line.

THE Steamship "EMPEROR OF JAPAN," will be despatched from Hongkong at Noon on WEDNESDAY, 1st December.

FOR VANCOUVER via USUAL PORTS OF CALL.

For passage fares, freight rates, etc., please apply to

D. W. CRADDOCK, General Traffic Agent, Hongkong.
Hongkong, Nov. 17, 1915. 837.

CANADIAN PACIFIC Steamship Line.

THE Steamship "MONTEAGLE," will be despatched from Hongkong at Noon on WEDNESDAY, 8th December.

FOR VANCOUVER via USUAL PORTS OF CALL.

For passage fares, freight rates, etc., please apply to

D. W. CRADDOCK, General Traffic Agent, Hongkong.
Hongkong, Nov. 17, 1915. 838.

FOR VANCOUVER AND SEATTLE.

S.S. "KAIFUKU MARU" About the 10th December.

For freight etc., apply to

JARDINE, MATHESON & Co., Ltd. Agents.
Hongkong, Nov. 18, 1915. 906.

"OVERLAND CHINA MAIL"

THE WEEKLY EDITION OF THE "CHINA MAIL"

CONTAINS ALL THE NEWS OF THE WEEK.

PRICE 30 cts. (Cash) per Copy.

It is a good solid mail, a la carte of the best, with Wires & Telegrams of the best. ALEXANDRA CAPE.

